engaged in permanent or perennial nature of jobs in airports;

(b) if so, whether the Airport Authority has implemented the order of the apex court; and

(c) whether it is a fact that despite the court direction workers working as loaders at Indira Gandhi International Airport for more than 10 years under contractors are to be regularised yet and contract system is still allowed to be perpetuated?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) The Hon'ble Supreme Court vide its order dated 6-12-1996 has upheld the notification of 1976 which stipulates that the work of cleaning, sweeping, dusting, watch and ward has to be done by regular employees and not by contract labour. Such workers are required to be regularised either from the date of the judgemnt of the Supreme Court or from the date of the judgement of the High Court, as the case may be. Airports Authority of India is paying the workers directly and the regularisation of the personnel is in progress.

(c) The Supreme Court order relates to the cleaning, sweeping, dusting and watch and ward workers only and the loaders are not covered by the said judgement.

Proposal to open 'Ticket Counter' for Airlines at Nagercoil in Tamil Nadu

1405. SHRI N. THALAVAI SUNDARAM: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether there is any proposal to open 'Ticket Counter' for Airlines at Nagercoil in Tamil Nadu;

(b) whether there is any proposal to open a 'Ticket Counter' for Indian Airlines in the Vicinity of Madras High Court; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Mid-air collision of aircrafts

1406. SHRI AMAR SINGH: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a Gulf Air Boeing (B-767) and Romanian Airlines Airbus (A-310) narrowly averted a mid-air collision on Sunday, the 22nd June, 1997 when they were 40 nautical miles from Delhi.;

(b) if so, the details thereof and the reasons theefor;

(c) the number of mid-Air Collision have been averted during the last four months; and

(d) whether any enquiry has been conducted to fix the responsibility on the negligent officers in such cases and if so the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) and (b) Yes Sir. Gulf Air Boeing -767 aircraft while operating a flight from Delhi to Muscat and Romanian Airbus A-310 aircraft while operating a flight from Bucharest to Delhi on 22nd June, 1997 were on the same radial. The Radar Controller at the Delhi Airport instructed the Romaian flight to descend to 17,000 feets. The Gulf Air flight was instructed to climb to 22, 000 feet. This resulted in a air-miss incident between the two aircraft at 40 nautical miles from Delhi.

(c) Two possible mid-air collisions have been averted during the period.

(d) Yes Sir. After enquiry the Air Traffic Controllers involved in both the incidents have been withdrawan from ATC duties. Airports Authority of India has also subjected them to corrective training and Board Assessment.

Shortage of Air Traffic Controllers at most of the airports in the country

1407. SHRI JAYANT KUMAR MALHOUTRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that there is a shortage of Air Traffic Controllers (ATCs) at most of the airports in the country;

(b) if so, the details thereof;

(c) the steps taken to expedite the process of recruitment of ATCs;

(d) whether it is also a fact that the controllers have to manage with outdated equipements; and

(e) if so, the steps taken to modernise the ATC system at the airports?

THE MINISTER OF CIVIL AVIATION (SHRI C.M. IBRAHIM): (a) to (c) There is a requirement of additional Air Traffic Controlers (ATCs) at certain airports where equipment for modernisation of Air traffic services has been installed. Airports Authority of India (AAI) has taken steps to recruit 60 ATCs through open advetisment.

(d) and (e) Modernisation of Air Traffic Control System is a continuous process. The modernised ATC system at Delhi is under operational trials and the system at Mumbai would be ready for operational trials by the end of August, 1997. Airport Surveillance Rader and Monopulse Secondary Surveillance Radar have been commissioned at Trivandum, Hyderabad and Guwahati. These radars are under installation at Ahmedabad, Chennai & Calcutta. Automotic Developemnt Surveillance and Controller Pilot Data Link Communication systems have been installed at Calcutta airport. Installation of this system at Chennai, Delhi and Mumbai is in progress.

एलायंस एयरवेज द्वारा लक्षद्वीप और अण्डमान निकोबार द्वीप समूहों को डोर्नियर सेवा

1408. **श्री महेश्वर सिंह:** क्या नागर विमानन मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि लक्षद्वीप और अंडमान निकोबार द्वीप समूहों को हवाई सेवा की सुचारू उड़ानों की दृष्टि से एलायंस एयरवेज को डोर्नियर सेवा चलाने की अनुमति / निर्देश दिए गए हैं;

(ख) यदि हां, तो कब और क्या इसी आधार पर हिमाचल प्रदेश में प्रसिद्ध पर्यटन स्थलों-कुल्लू, शिमला और कांगड़ा को भी एलायंस एयरवेज के माध्यम से डोर्नियर सेवा चलाने की अनुमति / निर्देश देने पर विचार किया जाएगा; और

(ग) यदि हां, तो कब तक और यदि नहीं, तो इसके क्या कारण है?

नागर विमानन मंत्री (श्री सी०एम० इब्राहीम): (क) इंडियन एयरलाइन्स का शार्ट हॉल ओपरेशन विभाग लक्षद्वीप के अगात्ती द्वीप तथा कोचीन के मध्य विमान सेवा सप्ताह में 5 दिन प्रचालित कर रहा है। ऐसी कोई सेवा अंडमान तथा निकोबार द्वीप समूह से शुरू नहीं की गई है।

(ख) और (ग) विमानकंपनियां देश में किसी भी हवाई अड्डे के लिए अपने सर्वोत्तम वाणिज्यिक निर्णय के आधार पर तथा सरकार द्वारा विहित मार्ग ऑबटन सम्बन्धी मार्गदर्शी-सिद्धांतों को पूरा करने पर अपनी सेवाएं प्रचालित करने के लिए स्वतंत्र हैं।

Proposal to sell entire Boeing 737 Fleet by Indian Airlines

1409. DR. Y. LAKSHMI PRASAD: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines propose to sell their entire Boeing 737 fleet and then lease them; and

(b) the reasons behind this strategy?

THE MINISTER OF CIVIL AVIATION (SHRI C. M. IBRAHIM): (a) Yes, Sir.

(b) Under the 'Sale and Lease Back' arrangement, Indian Airlines would sell the aircraft to the lessor for the purchase price and then take these aircraft on lease. At the end of the lease term, Indian Airlines would purchase these aircraft from the lessor for a marginal consideration of, say, equivalent of US $ 100. This arrangement is more of a financing nature and the possession of the aircraft would not be parted with at any stage.

Separate FI to fund aircraft purchase by Private airlines

1410. SHRI GOVINDRAO ADIK: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government's attention; has been drawn to the news report